

For EUROPE & AMERICA,  
INDIA, AUSTRALIA, &c., and for  
PRIVATE RESIDENTS AT THE  
OUTPORTS.  
A Comprehensive and Complete  
Record of the  
NEWS OF THE FAR EAST  
is given in the  
**HONGKONG WEEKLY  
PRESS.**  
with which is incorporated the  
CHINA OVERLAND TRADE REPORT.  
Subscription, paid in advance, \$12  
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# Hongkong Daily Press.

ESTABLISHED 1857.

THE  
 DIRECTORY & CHRONICLE  
FOR 1906.

Complete Edition \$10.00  
Small 6.00

Orders may be sent to the  
Hongkong Daily Press Office and  
to the Local Booksellers

No. 15,190, 號十九百一十五萬一千一百三十日 HONGKONG, TUESDAY, DECEMBER 18TH, 1906. 二拜禮 號八月二十六年六月九百一十九英港報 PRICE, \$3 PER MONTH.

## TOM SMITH'S CRACKERS

THE FINEST and LARGEST ASSORT-  
MENT in the Colony.

SPECIALITIES in DESIGNS for Table  
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A. S. WATSON & CO.,  
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THE HONGKONG DISPENSARY,  
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GREEN ISLAND CEMENT COMPANY  
PORTLAND CEMENT.  
1 cask 375 lbs. net \$4.50 per cask ex Factory.  
1 bag 250 lbs. net \$2.70 per bag ex Factory.  
SIEUWAN TOMES & CO.,  
General Managers.  
Hongkong, 3rd October, 1906.

A TACK & CO.,  
26, DES VENTS ROAD CENTRAL.

HAVE Just Unpacked a large Assortment  
of Ladies' and Gentlemen's  
BOOTS and SHOES:  
ALSO  
SHIRTINGS, FLANNELS and SUITINGS  
OF THE LATEST DESIGNS.

PRICES VERY MODERATE.

Inspection of our New Stock of Goods is  
respectfully Solicited.

Hongkong, 23rd September, 1906.

LADIES AND GENTLEMEN,  
COME AND SEE OUR FINE ASSORTMENT OF  
TOYS TOYS TOYS.  
Do not lose this Golden Opportunity!  
BEST GOALS, CHEAP PRICES.  
H. HIPTOOLA & CO.,  
13 and 15, D'Aguilar Street.  
Hongkong, 26th November, 1906.

KWONG TAI LOY.

BATTAN FURNITURE, BAMBOO BLINDS,  
TIENTHIN CARPETS,  
JAPANESE AND SHANGHAI SUN BLINDS,  
MATTING of all Colours and  
JAPANESE Goods of all Descriptions.  
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PLATED GLASS AND CROCKERY  
WARE, &c., &c.; and FOOCHOW  
LAQUERED WARE.  
68, QUEEN'S ROAD CENTRAL,  
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9.30 a.m. to 11.00 a.m. ...Every 15 minutes.  
11.30 a.m. to 12.45 p.m. ...Every 15 minutes.  
12.45 p.m. to 1.15 p.m. ...Every 10 minutes.  
1.15 p.m. to 1.45 p.m. ...Every 15 minutes.  
1.45 p.m. to 2.15 p.m. ...Every 10 minutes.  
2.15 p.m. to 3.15 p.m. ...Every 15 minutes.  
3.30 p.m. to 4.30 p.m. ...Every 15 minutes.  
4.30 p.m. to 5.00 p.m. ...Every 10 minutes.  
5.00 p.m. to 7.00 p.m. ...Every 15 minutes.  
7.00 p.m. to 8.00 p.m. ...Every 10 minutes.  
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.,  
every 1 hour.  
SATURDAYS.  
Extra cars at 11.30 p.m. and 11.45 p.m.,  
SUNDAYS.

8.00 a.m. to 9.00 a.m. ...Every 15 minutes.  
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10.30 a.m. to 11.00 a.m. ...Every 10 minutes.  
12.00 Noon to 1.00 p.m. ...Every 10 minutes.  
1.00 p.m. to 5.00 p.m. ...Every 15 minutes.  
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7.00 p.m. to 8.00 p.m. ...Every 10 minutes.  
NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to  
10.30 p.m., every half hour.

SPECIAL CARS by arrangement at the Com-  
pany's Office, Alexandra Building, Des Vents  
Road Central.

JOHN D. HUMPHREYS & SON,  
Liquidators.

Hongkong, 27th August, 1906.

DENTAL SURGEON,  
G. DE PERINDORGE.

DIPLOMA: PARIS.

LATEST IMPROVEMENTS, INCLUDING  
PORCELAIN FILLINGS.

3RD FLOOR, HOTEL MANSIONS,  
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1824

## JUST LANDED.

A SHIPMENT OF

SIR ROBERT BURNETT & CO.'S CELEBRATED  
"OLD TOM" & "DRY" GINS.

PER CASE OF 12 BOTTLES \$8.00  
(less 10% discount).

CALDBECK, MACGREGOR & CO.,  
WINF MERCHANTS,  
HONGKONG, SHANGHAI, SINGAPORE,  
TIENTHIN, PENANG,  
LONDON & GLASGOW.

Hongkong, 15th November, 1906.

## LANE, CRAWFORD & CO.

## CHRISTMAS PRESENTS.

### FOR LADIES:

FITTED DRESSING BAGS, FEATHER BOAS,  
SILK BLOUSES, LACE COLLARS, UMBRELLAS, &c.

### FOR GENTLEMEN:

DRESSING GOWNS, SMOKING JACKETS, SILK  
MUFFLERS, WALKING STICKS, FITTED SUIT  
CASES, FITTED DRESSING BAGS, PIPES, CIGAR  
AND CIGARETTE TUBES, &c.

## LANE, CRAWFORD & CO.

Hongkong, 17th December, 1906.

## TRADE MACKIE'S WHITE HORSE CELLAR

THE UNRIVALLED SCOTCH WHISKY

\$13.00 PER DOZEN.

LANE, CRAWFORD & CO.  
SOLE AGENTS.

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OF

## A MAGNIFICENT COLLECTION

OF

## JAPANESE ART CURIOS AND SILK EMBROIDERIES

TO BE HELD AT

MR. GEO. P. LAMMERT'S AUCTION ROOMS,  
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TO-MORROW (WEDNESDAY), THE 19TH DECEMBER, 1906,

AND THURSDAY, THE 20TH DECEMBER, 1906,

COMMENCING EACH DAY AT 2.30 P.M.

A FINE COLLECTION OF

## GOLD DAMASCENE WORKS OF ART,

Made by the best known makers;

This Lot Comprises—CABINET BOXES, NECKLACES, (with Jade), BRACE-  
LETS, BUCKLES, HAT PINS, CHATELAINES, CIGAR, CIGARETTE and  
CARD CASES, LINKS, UMBRELLA HANDLES, etc., etc.

A SELECTION OF

## SILVER WARE,

Comprising—VASES, JEWEL BOXES, CIGAR and CIGARETTE CASES,  
HAIR PINS, etc., etc.

## FINE OLD SATSUMA WARE,

Including—PLATES, BOWLS, INCENSE BURNERS, VASES, etc., etc.

## HANDSOME BRONZES,

Made at the Tokio Art School.

## FINE OLD GOLD LACQUER,

Comprising—SCREENS, PANELS, INROS, JEWEL BOXES, etc., etc.

## OLD WOOD CARVINGS (Ramma), CARVED CHAIRS, OLD PRINTS, &c., &c.

CUT VELVET HANGINGS, PICTURES, CUSHION COVERS, &c., &c.

ALSO

## A CHOICE COLLECTION OF SILK EMBROIDERIES,

Such as TEMPLE HANGINGS, ART PICTURES, CUSHION COVERS,  
SCREENS, COURT KIMONOS, BEDSPREADS and MANTEL DRAPERIES,  
etc., etc.

TERMS.—As Unusual. Catalogues will be issued.

On View from Monday, the 17th December, 1906.

GEO. P. LAMMERT,  
Auctioneer,  
Hongkong, 13th December, 1906.

[2260]

## HIRANO.

THE LEADING MINERAL WATER OF THE EAST.

THE HIRANO MINERAL WATER CO., LTD., KOBE.

AGENTS: F. BLACKHEAD & CO.

Hongkong, 16th August, 1905.

## C. LAZARUS & COMPANY,

60 AND 61, BENTINCK STREET,

## CALCUTTA.

## BILLIARD TABLE MANUFACTURERS.

Complete with all Accessories for Billiards and packed for Shipment.

R 1.460.

## C. LAZARUS & CO., CALCUTTA.

1889-3

## THE HONGKONG & CHINA GAS CO., LTD.

## NOTICE.

WE BEG TO NOTIFY Consumers and the Public that on and from 1ST JANUARY, 1907, the PRICE of GAS will be REDUCED to \$2.75 per 1,000 Cubic Feet.

The Company takes this opportunity of pointing out the advantages in Cheapness and Safety of Gas Lighting over any other form of illuminant, and of inviting inspection of its Show-Rooms at West Point, and Yammati, Kowloon, in which can be seen every description

of Gas Apparatus suitable for Lighting, Heating, or Cooking.

GEORGE CURRY,  
Local Secretary.

Hongkong, 18th December, 1906.

[2265]

## HOTELS

## HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons

162 Bedrooms

Elegant Furnished Reception Rooms

Private Bar and Billiard Rooms for Hotel

Residents

Hydraulic Lifts to each Floor

Electric Lighting and Fans

Every Conveni-

Ladies' Afternoon Tea Rooms

Ladies' Clean Rooms

Matron in attendance

CHARGES MODERATE, AND NO EXTRAS

40 H. HAYNES, Manager.

KING EDWARD HOTEL.

A-HIGH-CLASS PRIVATE HOTEL

Ladies' Afternoon Tea Rooms

Private Bar and Billiard-Rooms

Hot and Cold Water throughout

Electrically Lighted. Electric Fans (if

Required).

Electric Passenger Elevator to each floor.

Table D'Hote at separate tables.

For Terms, &c., apply to the

MANAGER,

Hongkong, 24th July, 1905.

NOTICE.

NEW KINGSCLEIRE will be Opened as

a PRIVATE HOTEL on December

1st. Plans of the above House together

with all Particulars can be seen any day be-

tween 2 P.M. and 7 P.M. on and after the 22nd

instant.

Apply— Mrs. G. SACHSE,

St. George's House,

## INTIMATION.

A. S. WATSON & CO.,  
LIMITED.

SOLE AGENTS IN HONGKONG

FOR

ROBERT PORTER &amp; CO.'S

BULL DOG BRAND

OF

GUINNESS' STOUT

(IN PINTS AND SPLITS)

AND

ROBERT PORTER &amp; CO'S

BULL DOG BRAND

OF

LIGHT ALE

(IN QUARTS, PINTS AND SPLITS.)

THESE ARE OUR STOUT  
SUPPORTERS IN OUR BITTER  
AILMENTS.

A. S. WATSON &amp; CO.,

LIMITED,

WINE AND SPIRIT MERCHANTS,

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

Hongkong, 13th December, 1906. [39]

## NOTICE TO CORRESPONDENTS.

All communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on or in the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of Daily Press should be sent before 11 a.m. on day of publication; after that hour the supply is limited. Only supply for Cash.

Telegraphic Address: Press, Codas, A.B.O. J.H. Ed.

P.O. Box, 88. Telephone No. 12

MARRIAGE.

On December 10th, in Shanghai, LEOPOLD CHARLES FELLOWES of the London Mission, Huaipu, to MARY KATHLEEN STRATFORD.

DEATH.

On December 11th, at Kuching, MARY GREEN BLAIN, eldest daughter of Rev. and Mrs. J. Merle Blain, aged six years.

HONGKONG OFFICE: 10A, DES VŒUX ROAD, C.I.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, DECEMBER 18TH, 1906.

It used to be considered rather a neat reply, by those who love a *tu quoque*, when references to the cruel fashion of crushing Chinamen's feet were met by allusions to the pinched-in wrists of foreign women. The argument was even carried further, and the point emphasized that more vital organs were affected, and health more seriously threatened, by the foreign corset than by the Chinese foot-bandage. Happily the day seems going for both monstrous vagaries of fashion; but it is not altogether flattering to the West to have to note that common sense is coming more quickly to China than to Europe, in these respects. Our telegram announcing that a record uns meeting at Shanghai witnessed the taking over on Sunday of the control of the Natural Feet Society by a purely Chinese committee is significant. It suggests that Mrs. ANCHINALD LITTLE and her friends are satisfied that the seed so industriously sown by them has germinated successfully, and put forth strong shoots indicative of a good harvest. The support of the Empress Dowager was a notable triumph, and very useful so far as it went; but what was really needed was what the revivalist calls a "conviction of sin", and a consensus of Chinese opinion that this particular reform deserved immediate attention. For a long time now, as the

return of visitors to the City Hall Library and Museum for the week ending the 16th December, 1906, shows that of non-Chinese there were 329 to the Library and 167 to the Museum; and of Chinese 138 to the former and 3,067 to the latter. The Library was therefore used by 497 persons and the Museum by 2,324.

We have received the first number of *The Geden*, which evidently meant as a counterpart to the latest Shanghai dock scheme. It is the work of the ingenious author of the *Cosmopolitan*—at present "shamming dead"—and is labelled "a Journal of Fluvial Costs and Non-Cents," to be "issued spasmodically." It has some exceedingly clever illustrations.

Amusements have not been plentiful in Hongkong of late, and anything which will tend to relieve the monotony of life will be well received. We understand that the members of the Catholic Union assisted by some ladies and friends are shortly producing a musical burlesque entitled "Aladdin", a piece teeming with bright catchy music and dances and full of local hits especially written by a local resident for the piece. The rehearsals are now in full swing under the direction of Mr. Burnett, and judging by the keen interest taken in the show by both the amateurs and their stage manager, a successful entertainment is anticipated. It is hoped that the burlesque will be produced during the Christmas week. We hear that the proceeds will go towards defraying the expenses of providing Christmas treats to the poor, a charity which has now been carried on by the Catholic Union for many years.

reports of the Society show, the champions of the movement have been encouraged by the valuable co-operation of numerous Chinese helpers, but now we see the whole work in similar hands, that may be trusted to work out their own salvation. It was the opinion of the late Bishop Horne that the time had about come for laying on Chinese shoulders the responsibility for the Christian church in China, and probably in that as in the natural-feet mission, the satisfaction of enjoying such responsibility and dignity would tend to more earnest work. There are prejudices likely to retard the realization of the late Bishop's dream, and the committee of the anti-foot-binding association are to be congratulated, doubtless, for some self-effacement in thus, having brought the ship to port, standing modestly aside. In other and what some people may even consider bigger things, the Chinese would be glad to so take charge, and to dispense with the directing counsel and managing minds of aliens; but for these, the Shanghai incident is a too premature omen. Doubtless it will occur to some to ask, if in one reform, why not in others? The answer will probably be that there is no objection, so soon as the foreigner is as strongly convinced in these cases of the Chinese bona-fide intention as was actually the case when the control of the *Tien-Tau-Hui* was handed over, which society, by the way, began with the hope that it might in a few years become rather a Chinese than a foreign society. In one decade of years it has realized its hope, and Mrs. Little, in retiring from China altogether, has the satisfaction of knowing that thoroughly earnest and peculiarly influential efforts are now being directed to the completion of the humane work so ably carried on by her.

The English Mail of the 17th November was delivered in London on the 15th inst.

The Indian arrested on suspicion of having been concerned in the highway robbery near Yunnan on Friday has been liberated.

Mr. F. A. Hazland is again presiding at the First Court at the Magistracy and Mr. C. D. Melbourne has returned to the second.

"Are you a mason" is to be produced shortly by the St. George's Dramatic Society. The Catholic Union are engaged on "Aladdin."

A Japanese telegram says agrarian riots are taking place near Antunghsien and Fouhsien-cheng, and are seriously affecting trade and commerce.

The census just taken in Hanoi gives the following result: Europeans 3,300, Annamites 56,000, Chinese 2,381, Indians 110, and Japanese 34.

Mr. S. H. Galbraith, M.A., B.Sc., F.R.S. District Surveyor, R.E., and Mr. G. W. Sayor, F.R.S. Ass't Surveyor, R.E., arrived by the "transport Sicilia". The former relieves Mr. W. H. Moxon who left the Colony three months ago. The latter relieves Mr. Nicholls who goes home next week on the trooper.

H. E. Chou Fa is sending a mandarin from Canton to inquire into the distribution of the 100,000 taels sanctioned by the Court for the relief of the sufferers in Hongkong and districts by the typhoon, and to ascertain if there is still need for other assistance. The official is expected in Hongkong this week.

Calendars, etc., received include a pretty mechanical one advertising Martell's cognac, a big one with permanent date block naming Simpson's "White Seal" whisky, and others of the Distillers' Co. Ltd. and D. and J. McCallum's "Perfection" whisky (through Messrs. H. Price and Co.).

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"Home and China Affairs" by our London correspondent, appears on page 5 of this issue.

We had the pleasure of a call yesterday paid by Mr. Stephen W. Nickerson, of Boston, a Consul for China who is at present travelling for health's sake. He is well known in America as a leading exponent of currency questions, and was kind enough to warmly approve of the *Daily Press*'s recent observations on the changing relations of gold and silver. Mr. Conal Nickerson is staying at the Peak Hotel, and our readers may shortly have something from him at his wished point.

Taiwan's trade prospects are said to be brightening says the *Japan Mail*. The closing of Nanchang by ice has diverted to Taiwan a number of ships which would otherwise have discharged their cargo at Nanchang. Moreover, owing to the completed repair of the railway, Changchun has taken the place of Tungkiang as the chief emporium of the tea trade, and the Chinese who are living in Harbin as naturalized Russians are reported to be effecting large speculative transactions in this important staple, some of these tea bargains reaching as much as 200,000 koku. The application of conventional tariff rates at Tairen is also helping the prosperity of the latter, but evidently the railway authorities have not yet been able to supply anything like sufficient equipment. Their new rolling stock is represented by some 70 wagons in all, and is quite inadequate to meet the traffic demands. Mr. Abe, the well-known rice merchant of Osaka, has applied for permission to establish a fair in exchange to carry on transactions in beans, cotton stalks and cotton yarns, with a capital of 1,000 yen. Several merchants of Tairen have made a similar application, proposing to put up 300,000 yen. It is stated that official permission will probably be given if the two sets of applicants unite.

THE KOWLOON DOCK TRAGEDY.

A coolie employed at the Kowloon Dock was brought up at the Magistracy yesterday morning charged with having been found in possession on the 15th instant of a dangerous weapon to wit, a short knife, with intent to use the same for an unlawful purpose and not being able to give a satisfactory account of his possession thereof. He was remanded till Monday. This man has been arrested in connection with the murder at Kowloon Dock last Friday morning.

INDO CHINA STEAM NAVIGATION CO., LTD.

With reference to the General Managers' intimation of the 11th inst. regarding the proposed alteration to the Articles of Association of the above Company, Messrs. Jardine Matheson & Co. now inform us that subject to confirmation at a meeting to be held in London on the 27th inst., the proposed scheme has been approved. The Preference Shares will however bear a cumulative dividend of 6 per cent instead of 5½ per cent as first proposed.

HONGKONG GUN CLUB.

The annual championship meeting took place on Saturday afternoon. A strong wind blowing made the shooting difficult. The winner of the championship was Mr. A. Turner, who broke fourteen "birds" out of twenty. Five competitors came within one bird of his score.

In the handicap event Mrs. Ladley nominated Mr. L. A. M. Johnston, who won this event by half a point. Captain Butcher, nominated by Miss Moxon, was second.

KING AND COTTON TRADE.

S.E.E.N. BY HIS MAJESTY.

The King paid a high compliment on Nov. 14th to the committee of the International Cotton Congress who were holding meetings in London. On the invitation of his Majesty the nine members of the committee journeyed to Windsor, and on arrival were driven through the park and had the privilege of inspecting the interior of the Royal Mansions. Subsequently they were ushered into the presence of His Majesty, who was accompanied by the Queen and Princess Victoria. Mr. W. Maclean, the chairman of the committee, was presented by the Lord-in-Waiting, and he in turn presented Herr Gross, Germany; M. B.iger, France; Herr Kauffler, Austria; M. de Hippmann, Belgium; Sohn & Taveira, Portugal; Señor Calvet, Spain; Herr Jeney-Doss, Sweden; Chevalier G. Mylius, Italy; and Mr. H. Higgins, second representative of England. The King cordially shook hands with all the delegates, speaking to each one in his own language. His Majesty presented them to the Queen and Princess, and, addressing the committee, said:

Gentlemen—I am very happy to meet you here to-day and to give you an opportunity of seeing Windsor Castle. I hope the efforts of the International Cotton Federation to promote the welfare of the world's cotton industry may meet with the success which they deserve. On a previous occasion I referred to the international scheme for the improvement of agriculture initiated by the King of Italy, and I am glad to think that it is likely, when fully developed, to further the aims of your Federation, and to be of service to the cotton and other kindred industries which are so dependent upon the tillers of the soil for their raw material, the supply of which has been somewhat impeded during recent years.

At the close of the ceremonial the committee had the honour of lunching with the Royal Household. Afterwards, by command of the King, they were shown through the Castle. The foreign delegates were loud in praise of the graciousness of His Majesty, and freely expressed the opinion that his action would considerably help them in their effort to promote the best interests of the cotton industry by international action.

Following the reception by the King, the committee were entertained at dinner by the President and Parliamentary Secretary to the Board of Trade.

Several officers in the Irish command being in the habit of shaving the upper lip, General Lord Grenfell has directed attention to paragraph 659 of the King's Regulations, which orders, for all ranks, "that the chin and under lip are to be shaved, but not the upper lip; whiskers, if worn, are to be of moderate length.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## GERMAN ELECTIONS.

LONDON, December 17th.

The German elections are fixed for

January 25th.

## ROYAL PATIENTS.

LONDON, December 17th.

The condition of the Shah of Persia and the King of Sweden is reported to be about the same.

## FIGHTING AT PINGHSIANG.

SHANGHAI, December 17th.

Native telegrams state that considerable fighting has occurred in the vicinity of Pinghsiang and Liling, the Imperial troops having the best of it so far.

The rebels have retired to Linyang, and are said to be still enlisting adherents.

## [REUTER'S SERVICE.]

## FRANCE.

LONDON, December 15th.

Several Bishops and many Seminarians have already been expelled from their residences, amid slight disorders. The people of Lyons knelt in the streets and received the blessing of the Archibishop on his leaving the palace. The gendarmes at Arles were compelled to force an entrance to the seminary which was barricaded with trees, thorns and mattresses.

## NAVAL VISITORS.

Yesterday three foreign cruisers entered the harbour and saluted the port in the usual manner. The first to arrive was the Austro-Hungarian "Kaiser Franz Joseph" from Swatow, and later in the day the German "Fuerst Bismarck" and the "Luchs" made their appearance, all three vessels being accommodated in the man-of-war anchorage beside the representatives of France, Italy and Great Britain.

## HONGKONG VOLUNTEER RESERVE ASSOCIATION.

The following are the highest scores made in the competition for the Governor's Cup for the month of December at the 200 yards' range. There were 90 entries.

L. G. Bird	66 + 4 = 70
H. W. Brd	63 + 7 = 70
W. J. Saunders	61 + 9 = 70
A. Blowy	58 + 11 = 69
J. S. Lewington	56 + 12 = 68
J. C. Gow	67 scratch = 67
J. Jenkins	67 scratch = 67
D. J. Mackenzie	62 + 5 = 67
J. H. Pidgeon	64 scratch = 64
A. J. Att	60 + 4 = 64
G. H. Wakeman	58 + 4 = 62
R. M. Emslie	46 + 16 = 62
E. W. Torrey	47 + 14 = 61
F. Maillard	50 + 10 = 60
Dr. G. M. Harston	49 + 20 = 59
Dr. Evan Jones	48 + 10 = 58
J. Hatchings	37 + 23 = 57
W. H. Wickham	40 + 16 = 56
E. Mean	41 + 14 = 55
A. S. Tuxford	45 + 8 = 53
W. G. Humphreys	24 + 28 = 52
J. McCubbin	27 + 14 = 41

The Pool for the 15th and 16th December was won by Mr. L. G. Bird with a score of 66 + 4 = 70.

## BRITISH INDIANS

with whom negotiations have already been proceeding, the terms of the contract being written in English. The broker, intentionally or by mistake, it matters not which, introduces fresh terms to the contract, writing them in Chinese on the back, and obtains the signature of the Chinese merchant. Is this a contract binding the broker's principal? Or, putting the case more concisely— I send out my agent with instructions to conclude one contract, he concludes another, am I bound by it? The mere statement of the question seems to invite the answer "No." But there is a familiar principle which might compel an affirmative answer under certain conditions. A principal is liable for the fraud of his agent, both in contract and in tort when he has acted within the scope of his authority. In a recent case I had occasion to deal with this proposition, and the point to which the explanation was carried for the purpose of that case was this—the fact that the principal has not authorized the particular act of fraud is immaterial; if the act which has been done fraudulently is within the class of acts which the agent has been authorized to perform, then the principal is liable otherwise not. In this respect fraud, mistake, or mis-statement stand on the same footing. It is therefore clear that in the case I have put concisely, and *a fortiori*, in the circumstances I have specially before me, the principal may be held liable. The mere statement of such a possibility is enough to alarm those who have any business relations with the Chinese merchants; for the case may arise every day in this Colony, though apparently it has not yet been brought before the Courts. The mere statement of the possibility shows, too, how careful the ~~agents~~ must be in applying English principles of law to circumstances which the framers of that law never dreamed of, and which have little or no analogy with the circumstances to which it is usually applied. In this, and, I say, in probably a multitude of other cases of daily occurrence, there is one consideration which, so far as I am aware, has not been considered in England—the employment of a foreign intermediary at different stages of negotiations conducted in two languages, neither party understanding the language of the other, and I think the question really turns on this: what is the true function of the Chinese intermediary? Is he holder throughout the negotiations? or does he assume another character at any stage of them? and if so, what is the law applicable to this state of affairs? In the present case the Chinese merchant has repudiated the contract because the condition as to the term of delivery incorporated into it by the intermediary was not fulfilled. He bases his repudiation on the principle I have just referred to that a principal is, under certain circumstances, liable for the fraud of his agent. He does so also on another ground—that there was a mistake, that the parties were never *ad idem*, and therefore there was no contract at all. He does so, thirdly, by reference to the principle, also recently before the Courts, which decides which of two innocent parties is to suffer, where damage has been caused by the fraud or mistake of an intervening third party. It sometimes happens that two or more principles of law seem equally applicable to a given set of circumstances. This may be perfectly fine, but, as I have pointed out in another case, you may get the affirmative answer from one or other or all, according as the facts are more or less fitted to the principle; but if one principle gives a negative answer, you may feel fairly confident that the others will not give you positive answer, or that if either of them appears to, there is a fallacy somewhere in the argument. Before examining the case more closely I want to say a word on the subject of such contracts as the present. Commercial contracts between Europeans and Chinese are difficult to conclude where neither party knows the other's language sufficiently for contractual purposes, and a Chinese intermediary is inevitable. But the conditions under which such contracts are entered into seem to me to impose certain duties on both sides, duties to at least attempt to understand or to safeguard themselves from the risks of not understanding. It is useless for one side to go into the law and rely on his own want of understanding. Nay more, this duty seems to me to apply not merely to understanding the terms and conditions of the contract, but also the subject matter of it. It is really useless for Chinese who enter into contracts with Europeans to rely entirely on what, in the colonial vernacular, is called "my no savvy." In this case this was carried to excess. A man who has been in the sugar trade for 20 years wishes me to believe that he does not know the difference between beet and cane sugar; that he thinks cane sugar is grown in Europe, and that some sugar is extracted, so he has been told, from reeds or timber. The role of "Simple Simon" was carried to an extreme point; and it is well that Chinese merchants should understand that the Court gives them credit for too much astuteness in their commercial dealings to believe in it. Commerce in the East and West would soon come to a standstill if it were allowed to prevail. This merchant, however, wanted me to believe something more; that he did not understand the times and seasons of the crop, and its influence on the sugar market. This was more plausible. But from the answers he gave to the questions I put to him, there was every now and then a glint upon the dark surface of his ignorance which showed me that, though he might not be conversant with all the influences which bear upon the sugar market, he knew a great deal more than he chose to reveal. I am quite certain that he knew what he was doing when he entered into this contract, and why he was doing it. On the other hand, I am bound to add this word of warning to the

European merchants. The system of com-pradores is so great a practical safeguard that it may have induced a feeling of security in entering into contracts which perhaps the law may hardly justify. But the somewhat nice questions which I am compelled to examine in this case will arise in cases where the European has no compadore to fall back upon, and perhaps an unexpected liability will arise. There had been another practical form of security introduced into this contract—the statement in Chinese that the English words should alone be proof—and I shall have to consider how far this can affect the purpose for which it was introduced. I now come to the question of law in issue, as it is essential to the proper determination of this case that the principle of law should be clear before we see whether the facts come within it. *Udell v. Atherton*, which is more often quoted wrongly than rightly, on account of the very misleading headings in Hurlestone and Norman's reports, decides the negative proposition that a principal is not liable in an action for deceit for the fraud of his agent if it was beyond the scope of his authority. This was laid down by the so-called dissenting Judges, whose opinion however prevailed to maintain the non-suit, the rule for a new trial being discharged. With the greatest respect it is very difficult to appreciate what the true proposition is which the Chief Justice and *Wylie J.* really laid down. It seems to me better to take the law as stated by *Wylie J.* in Barwick's case, which is really the leading case on the subject, as the foundation of the law as to the principal's liability for the fraud of his agent:

as will be seen, something turns on it. Now, in an ordinary case between two English firms, if an agent were to take a contract written out by his principal to the other party, and were as the result of conversations to alter a term of it, alleging that he had authority to do so, which in fact had not, the principal would not be liable. His character of broker has vanished; his employment is only to take a written contract from his principal to the other party for signature that party accepts his statement that he has authority to vary it. If he makes no further enquiry, he must accept the evident excess of authority at his own risk and if it is found beyond the scope of his authority the principal could not be held liable within the principles now under discussion. But here the language question comes in, and it is at this point that the case assumes such importance to the community. *Wing Kee* has ceased to be broker; but his position differs from that of the agent in the case just considered. He is something more than a mere agent employed to get a contract duly prepared by his principal signed by the other party; he has a new capacity, that of interpreter of the terms of the contract. The language difficulty is known to both contracting parties, and his legal position must be that of agent of the plaintiff with authority to translate the terms of the contract, which have been written in English by his principal. Applying the foregoing principles to this new position of the parties, I cannot doubt that if *Wing Kee* had innocently interpreted those terms his principal would be liable. And further, I do not see how the notice in Chinese that the English words would alone be proof would better the principal's position; for here were Chinese buyers ignorant of what those English terms were, and here was *Wing Kee*, a Chinaman, sent by the principal to conclude the contract. I have no doubt whatever that the Chinese buyers would be entitled to look to the plaintiff's agent to give them a correct translation of the English terms. He must be held to have been sent with that express object in view. But *Wing Kee* did more than this. He deliberately altered the terms of the contract, the terms as he had translated them, at the request of the defendants, alleging an authority to do so, which he in fact did not possess. Undoubtedly, as Mr. Pollock put it, the defendants were no ligent in so readily accepting *Wing Kee's* statement that he had authority. But bringing the case into line with the chain of argument I am now pursuing, in this aspect of it it must fail to be decided by the general principle of the law as above-stated: The agent has no such authority, and the principal is not liable. A decision under the Statute of Frauds was referred to—*Plevin v. Downing* (1 C.P.D. 220)—which Mr. Pollock contended was applicable to this case. I am not quite clear on the point; but, in view of the conclusion at which I have already arrived, it is unnecessary to go into the question. So far as the condition of the English version of the contract is concerned, that the sugar was to be delivered "as soon as possible," the question, as I pointed out at the trial, is a purely commercial one. But there was no serious evidence offered to shake that given on this hand by the manager of the plaintiff firm. I am satisfied that having regard to that evidence, and the consignment having been shipped within 10 days of the coming of the sugar of the new crop upon the market, that condition was fully fulfilled. Judgment must therefore be for the plaintiff, with costs.

On the application of Mr. Slade, his Lordship granted a stay of execution, pending appeal, until January 3rd, 1907.

## VOTES FOR WOMEN.

## LADY FRANCES BALFOUR'S OPINION.

Since the imprisonment of the ladies who endeavoured to knock at the doors of Parliament in order to obtain a hearing for their claim to a vote, great many contradictory opinions have been expressed both with regard to their conduct and their treatment. The *Daily Graphic*, in order to elicit opinions on these points from those most fitted to express them, has written to a number of ladies of distinction in the world of politics, letters, and art, and has asked them to say what they think about the methods adopted by the imprisoned ladies, and the measures taken to restrain them. The following reply is from Lady Frances Balfour:

The *Daily Graphic* has asked for my opinion on two points. 1. On the methods adopted by the imprisoned women suffragists and their friends to advocate their claims to a vote. My opinion is that everyone is free to advocate the claims of any cause they maintain, in the way that seems best to their own conscience. Presumably these ladies considered that unless they broke the law no attention would be paid to their just claims upon Parliament. It is not the first, nor will it be the last, time that great causes have been advanced by such methods. I admire the zeal, the courage, and the constancy of all these supporters of the cause. I wish that those who consider it best to advocate the extension of the franchise by constitutional means would show the same determination and pluck. My opinion is further asked as to the treatment these women have received at the hands of the police, the magistrate, and the press. The treatment of the suffragists has been that of ordinary criminals, I believe that the magistrate and Mr. Gladstone got what it is the fashion to call "excuses," and in losing their heads they greatly aided the cause in which these women were content to suffer the penalty the State laid upon them. Had they at once made them first-class misdemeanants, they would have satisfied justice, and greatly retarded the growth of a spirit of widespread sympathy for the suffragists, and for their cause. The police, I understand, did their duty, and showed neither fear nor favour, which was all that was asked of the servants of the public, who are paid by the unrepresented women taxpayers. The press has acted with consistent and steady hysteria, but seeing where the flowing tide is running they are becoming daily more sane and like sensible women.

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## POLICE COURT.

Monday, December 17th.

BEFORE MR. F. A. HAZELDINE (FIRST POLICE MAGISTRATE).

A NEGLIGENCE QUARTERMASTER.—D. Murrow, a quartermaster on board *Mondeagle*, was charged with absenting himself from duty and being drunk and disorderly. The Chief Officer stated that defendant was not present at midnight when he should have gone on duty but came on board an hour or so later and commenced to fight. Defendant was convicted and sentenced to seven days' imprisonment on the first charge and fined \$5 or 14 days' on the second.

## OBJECTION TO SINGING.

Thomas W. Smith, of the *Empress of Japan*, was charged with assaulting Mr. and Mrs. Green of the Criterion Hotel and two Chinese constables. He pleaded not guilty to the assault but admitted being drunk. It was stated that defendant, who was under the influence of liquor, objected to several sailors singing and pulled them about. He ran out of the house but returned again and assaulted Mr. and Mrs. Green and knocked down two sailors. However two European constables arrived on the scene and took him off. For being drunk and disorderly he was fined \$5, the charge of assaulting Mr. Green was not proved, and on the third charge of assaulting the police he was fined \$10.

## AN UNLAWFUL THIEF.

A native, who entered the shop at 239 Des Voeux Road and stole seven articles of silk and some clothing while the kids were asleep, was sentenced to three weeks' imprisonment. He was discovered by the master as he was leaving the premises.

## CORINTHIAN YACHT CLUB.

The third of the series of club races was sailed on Sunday. The day was not an ideal one for yachting, and the drizzling rain and calms tried the patience of the spectators to the utmost. The course sailed was Police Pier to Channel Rocks starboard and home. In the one design class seven started—*Astaire* being the only absent. *Josa* took the lead at the start and sailed on the port tack toward the centre of the harbour, followed by the remainder of the fleet except *Gael* and *Fins* whose skippers elected to stick to the Kowloon side. The wind was practically nil until Blackhead's Point was passed, when a light westerly breeze sprang up and the fleet with spinnakers set laid a course for the Channel Rocks. About half way across Hung Hom Bay the westerly breeze died away and a N.E. wind came out of Kowloon Bay, which gradually increasing in strength soon brought the leaders to the Channel Rocks. *Gael* rounding the mark first followed closely by *Josa*, *Theodis*, and *Fins*. On the beat to the Beacon *Fins* crossing the harbour towards *nikoo* got into second position and rounded about one minute behind *Gael* with *Josa* a good third. On the run home *Josa* and *Fins* keeping to the Hongkong shore lost the wind off North Point, and getting the full strength of the ebb-tide, began to drift back. In the meantime *Gael* and *Nova* having made Kowloon Point kept the wind longer, and being out of the tide way got well down in Hung Hom Bay before the wind left them, and then getting a westerly breeze which had just sprung up sailed away towards the line, leaving the others hopelessly becalmed in midstream. The times at the finish were—

	H.	M.	S.
<i>Gael</i>	2	12	53
<i>Nova</i>	2	19	17
<i>Josa</i>	2	28	39
<i>Fins</i>	3	43	57

The others did not finish.

The four boats in the Handicap Class sailed the shorter and drifted over the line in practically a dead calm. After drifting for about 1½ minutes light easterly airs sprang up, and the *Beacon* drew slightly away from the others with *Chanticleer* opening out into second position. On passing Kowloon point a fresh N.E. wind came out of the Bay and *Doreen* increased her lead and rounded the Channel Rocks about five minutes ahead of *Chanticleer*, *Annie* and *Tremont* being a long way to leeward. On the beat to the beacon *Chanticleer* gained on *Doreen* and was only about 2½ minutes behind on passing the mark. On the run home *Doreen* kept ahead until North Point was reached, when her skipper made the mistake of keeping into Hongkong shore while *Chanticleer* headed for Hung Hom, and getting out of the tide way assumed the lead. This position was kept until within three or four hundred yards from the winning line when *Doreen*, getting becalmed under the lee of a large junk, was passed by the *Annie*.

The positions at the finish were—

	H.	M.	S.
<i>Chanticleer</i>	1	39	54
<i>Annie</i>	1	40	53
<i>Doreen</i>	1	51	5

The *Tremont* gave up soon after passing the beacon.

## LATEST STEAMER MOVEMENTS.

The M.M. str. *Saturne*, with the next French mail, left Singapore on the 17th inst. at 5 p.m. for this port via Saigon. The P.C.O. str. *Borneo* left Singapore for this port on the 15th inst. at 1 p.m. The N.Y.K. str. *Colombia Maru* (Bombay Line) left Manila for this port on the 15th inst., and is expected here on the 20th inst. The P.M. str. *Korea* left Shanghai on the 16th inst. at 10 p.m. and is therefore due to arrive at this port on the 19th inst. at daylight. The str. *Ris Ceru* left Singapore on Saturday, the 15th inst., and is due here on or about the 22nd inst.

The str. *Chingtu* left Port Darwin on the 13th inst. daylight, and may be expected here about the 24th inst.

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PAID-UP CAPITAL..... 687,500 0 0  
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The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 11th July, 1906. [1349]

AACHEN AND MUNICH FIRE INSURANCE CO.  
OF AIX-LE-CHAPELLE.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1906. [311]

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & CO.

Hongkong, 13th August, 1906. [1555]

L'UNION DE PARIS FIRE INSURANCE COMPANY, LIMITED

The Undersigned, having been appointed AGENTS for the above Company, are prepared to accept risks against fire at current rates.

SIMMSEN & CO.

Hongkong, 1st January, 1904. [29]

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SIEMSSON & CO.  
Hongkong, 3rd October, 1905. [45]

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SMOKELESS POWDER and CHILLED SHOT. From No. 10 to SSSG at \$6.87 and \$7.50 per 100. SPORTING EQUIPMENTS and AIR GUNS in Variety.  
Inspection Invited.

W.M. SCHMIDT & CO.

Hongkong, 20th October, 1906. [1324]

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THE latest Method of the AMERICAN SYSTEM of DENTISTRY.  
37, Das Vieux Bois CENTRAL.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 4th September 1905. [1674]

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TERMS VERY MODERATE.  
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Hongkong, 21st September, 1905. [1759]

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Call Flag-W.

J. W. KEW,  
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Hotel Mansions, 3rd Floor.  
Hongkong, 8th August, 1905. [2264]

## NOTICES TO CONSIGNEES

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

From MIDDLESBOROUGH, ANTWERP,  
LONDON, COLOMBO AND  
SINGAPORE.

THE Company's Steamship

"WAKASA-MARU,"  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-DAY.

Goods not cleared by the 21st December will be subject to rent.

All ship-damaged packages must be left in the Godown, and Notice of same sent to this Office before the 24th December, or Claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA.

Hongkong, 14th December, 1906. [2278]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SIMLA"  
FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—  
From London, &c., ex s.s. China.  
From Persian Gulf, ex B. I. S. N. & P. & S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 21st Dec., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godown for examination by the Consignee and the Company's representative at an appointed hour. All Claims must be presented within two days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godown.

E. A. HEWETT,  
Superintendent.

Hongkong, 15th December, 1906. [1]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SIKH"  
FROM GLASGOW, MIDDLESBOROUGH,  
LIVERPOOL AND STRAITS.

CONSIGNERS of Cargo are hereby informed that all Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DOODWELL & CO., LTD.,  
Agents.

Hongkong, 17th December, 1906. [2293]

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No. 2, Pedder Street.

MERCANTILE MATTERS.

It has recently been noted in some of the home papers that the first Japanese mail and passenger steamer to complete the voyage to this country under a Japanese commander has just entered the port of London. It was the well-known *Hakata Maru* of the Nippon Yusen Kaisha which had the distinction, and one of our writers suggests that the Japanese are now attaining such competence that European assistance will probably, in the near future, be almost entirely dispensed with.

This inference, he says, is not without its serious side, because it is mainly upon English aid that reliance has been placed.

The Japanese are gradually becoming independent of us in their shipbuilding, and presumably it

## HOME AND CHINA AFFAIRS.

(FROM OUR OWN CORRESPONDENT)

London, November 6th.

BITS OF OLD CHINA.

It was at the annual dinner of the China Association last week that one of the waiters let fall a stack of crockery which drew from a friend the piquant remark, "There are plenty of bits of old China about to-night!" On the carpet were the fragments of broken plates and around the tables were old China bands twirling with comparative gaiety from the middle Kingdom. Many a friend whom I had not seen for years could be spotted in the company, and it was a pleasure indeed to renew acquaintances so happily formed amid one's labours in the Far East. Above all, what a surprise it was to run across the genial face of Mr. R. C. Antrobus, and to find the old gentleman looking so remarkably well. He is one of the few remaining pioneers of the early days of Europeans in China, and had lively recollections of the jolly times spent with his beagles in the country around Shanghai. He was connected with the firm of Messrs. Lindsay and Co. for seven, or eight years, and after serving for sometimes in Shanghai, where he was a leader in the volunteer movement, finally left the East in 1868. I came across him engaged in conversation with Capt. C. N. Lloyd, who, for many years, was in command of the ill-fated steamer *Hawku*. I am sorry to say he is not looking so well as when I last had the pleasure of seeing him aboard of his ship on the Canton River. But he hopes to be returning to the Colony in the course of the next few months and will no doubt feel the benefit of his holiday when he gets back to his favorite route again. Another gentleman, well known for his association with your Colony, was present in the person of Capt. Murray Rumsey, M.R.N.C.M.G., who was the professor of your late Harbour Master. His sojourn in the old country has done him good, for, I found him looking as bright and as healthy as the youngest present in the room. He told me that he had so tired down in Wiltshire, but add'd that he was willing to do anything that the Colonial Office required of him. And he looks equal to the occasion. Just as we were leaving I touched on the subject of typhoon warnings in Hongkong, but the captain remained quiet excepting for the remark that, "Every master has his own barometer, and must not trust entirely to what he hears." Mr. R. Chatterton Wilcox, Mr. G. W. F. Playfair and Mr. C. S. Sharp were seated together and scrutinized them as closely as I could. I was scarcely able to detect any change in their appearance since they left Hongkong. Mr. H. Lewis, who was seated opposite to Mr. E. G. Wheeler, had aged a trifle though he seems as energetic as ever he was when associated with the Douglas Steamship Co. I was delighted to come across my old friend Mr. J. R. Michael, whom I found seated by the side of Mr. H. C. Wilcox. He appears to be making a prolonged stay in Europe where he is continuing his investigations into the question of currency reform which has been perplexing the minds of many Far Eastern residents for years past. While in America he had the good fortune of securing a brief chat with President Roosevelt and introduced the subject, and since his stay in London he has called upon several of the leading bankers for the purpose of gleaning further views upon the intricate question. He tells me that he will not be returning to Hongkong for some time as he finds plenty to occupy his attention in England and on the Continent. Seated at the table presided over by Sir Thomas Jackson was quite a large circle of familiar faces. On the right of the general head of the Hongkong and Shanghai Bank was Mr. Gershon Stewart, who appeared in the best of health and was as jovial as ever. During the course of the evening he made a delightful speech in proposing "Our Guests," and was accorded a very warm reception from the large company present. He is not at certain when he will be returning to the East, but seems anxious to get back among his old acquaintances in Hongkong.

Mr. Dennis, who was assigned a seat by the side of Mr. J. B. Irving, bears the East a-calling, but is afraid he will not be going back to the sphere of his labours in the Crown Solicitors' offices of the Colony. Of the other old residents of Hongkong whom I found here I need not say more than that their stay in England has not added to their years or severed their ties with the Middle Kingdom. There are many old hands who might be recalled, but I have no doubt you have by this time seen their names in print. But while on this subject I should like to mention two other well known gentlemen whom I had the pleasure of meeting a few days ago. I allude to the late Chief Justice of Hongkong, Sir W. Meigh Goodman, who was hastening along the Strand, and to Mr. Victor H. Deacon, seen strolling outside the Law Courts. Both of them appear to be enjoying excellent health and continue to take a keen interest in their profession.

THE CHARGE AGAINST A KOREAN PRINCE.

A charge of fraud has been preferred by Mr. Yamamoto Susumu, manager of the Shokusan Goshi Kaisha in Kora, against Prince Yi Chai-myon.

The facts of the case are related at some length by the "Jiji Shinpo," correspondent, but they admit of very brief statement.

It appears that the Prince's factor approached Mr. Yamamoto with a proposal that the "Shokusan Kaisha" should undertake the work of reclaiming a quantity of land belonging to the Prince.

Various consultations took place, and after obtaining evidence, satisfactory as he supposed, that the title to the land really rested in the Prince, he imported machinery and farm implements from America and incurred other expenses totalling 43,489 yen. But at this juncture Mr. Yamamoto, before actually commencing the work of reclamation, applied to the Japanese Resident in the district, soliciting his countenance and protection. Then the Resident instituted inquiries which disclosed the fact that the land did not belong to the Prince at all. Mr. Yamamoto now demanded the restoration of his thousand yen and indemnification for losses, but the Prince claimed exemption from all responsibility vis-a-vis the law, and simply stated the man he had defrauded. Legal proceedings have accordingly been opened. Prince Yi Chai-myon is the Emperor's elder brother, so the affair naturally creates a great scandal.

THE CHARGE AGAINST A KOREAN PRINCE.

These tiny capsules—superior to Copaioba, Cubes, and

Injections—cure the same diseases as these drugs in forty-eight hours without inconvenience.

Each capsule bears the name MIDY.

These tiny capsules—superior to Copaioba, Cubes, and

Injections—cure the same diseases as these drugs in forty-eight hours without inconvenience.

## SHIPPING.

## ARRIVALS.

FEICHING, Chinese str., 984, Spedding, 16th Dec.—Chief, 11th December, General—Chinese.  
FURST BISMARK, German flagship, 11,000, Wilton, 17th Dec.—from Swatow.  
GERMANIA, German str., 1,100, H.-Flagged, 17th December—Sydney 1st November, Copra—Slosson & Co.  
HUE, French str., 105, J. Pannier, 17th Dec.—Haiphong and Hanoi 16th Dec., Rice, Peas and General—R. Martyn.  
INGA, Norwegian str., 1,578, Spindmose, 17th December—Wakamatsu 11th Dec., Coal.—Arnhold, Körber & Co.  
ITHAKA, German steamer, 17th December—from Canton.  
KAISER FRANZ JOSEF I, Austro-Hungarian cruiser, 7,000, F. Balby, 17th December—from Swatow.  
KANU, British str., 1,110, J. Speed, 16th Dec.—Chelmsford 9th December, General—Butterfield & Swire.  
LUDWIG, German gunboat, 400, Bolken, 17th December—From Swatow.  
PAKING, British str., 2,952, G. R. deasy, 17th Dec.—Yokohama 7th Dec., and Shanghai 14th Dec., General—Butterfield & Swire.  
SANDAKA, German str., 1,110, G. Wendig, 17th Dec.—Sydney 23rd Nov. and Manila 14th Dec., General—Mitschers & Co.  
YUNSWANG, British str., 1,28, F. Mooney, 17th December—Manila 14th Dec., General—Jardine Matheson & Co.  
ZAFIRO, British str., 1,029, R. Rodger, 17th December—Manila 13th Dec., General—Shewan, Tomes & Co.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE  
Dec. 17th.

Amer, British str., for Nagasaki.  
Chingting, British str., for Canton.  
Fukien, Japanese str., for Swatow.  
Hai Liang, British str., for Swatow.  
I. E. Chapman, American ship, for Baltimore.  
Iago, Norwegian str., for Canton.  
Kuan, British str., for Canton.

## DEPARTURES.

Dec. 17th.

PROGRES, German str., for Saigon.  
YUENHUN, Chinese str., for Canton.

## SHIPPING REPORTS.

The British str. *Yunnan* reports: Light winds, moderate easterly swell and fine to Wanglang; then fog.

The British str. *Padding* reports: Light variable winds and waves with hazy weather throughout and smooth seas.

The British str. *Zafiro* reports: Light north-easterly wind and fine clear weather with slight N.E. swell. Passed through 10 miles dense fog approaching Hongkong.

The Chinese str. *Feiching* reports: Chefoo to about lat. 35° N., long. 122° 30' E., fine clear weather; moderate southerly wind and sea. To Suddaloo strong and fresh S.W. wind, rough sea and fine and clear. Then to port light variable winds, smooth sea and fine and clear.

## VESSELS IN DOCK.

Dec. 17th.

ABERDEEN DOCKS.—With Andre Reichen, KOWLOON DOCKS.—Sorsogon, Mindanao, Philippines, Manila, S. W. Jervis, U.S.S. "Potholder," Lingayen, H.M.S. "Sandwich," H.M.S. "Viceregal," Crowsnest, Tingo Maya.

COSMOPOLITAN DOCKS.—S. P. Hartcock, Peacock.

VESSELS ON THE BERTH  
DAMITSCHEFS-ROHDEREI UNION  
ACTIEN-GESELLSCHAFT.

FOR NEW YORK.  
(With Liberty to Call at the Malabar Coast)

THE Steamship  
"VERONA,"

Captain Dolman, will be despatched for the above Port on or about the 1st December.

For freight, apply to

CARLOWITZ & CO.,  
Agents.

Hongkong, 5th November, 1906. [2034]

REGULAR STEAMSHIP SERVICE:

(WITH LIBERTY TO CALL AT MALABAIR COAST).

PROPOSED SAILINGS FROM HONGKONG.

1906 About

FOR NEW YORK.

"SAINT PATRICK" ... 20th Dec.

"SAIS UMA" ... 18th Jan.

For Freight and further information, apply to

DODWELL & CO. LTD.,  
Agents.

Hongkong, 12th November, 1906. [1757]

CUMPAIGNIE DES MESSAGERIES  
MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,

SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA,

ADEN, EGYPT, MAISSEILLES, LONDON,

HAVRE, BORDEAUX, MEDITERRANEAN

AND BLACK SEA PORTS.

THE Steamship

## "POLYNESIEN,"

Captain Bree, will be despatched to MARSEILLES, on TUESDAY, the 29th December, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. "YATRA" ... 8th Jan.

S.S. "SALAZIE" ... 22nd Jan.

S.S. "OCEANIEN" ... 5th Feb.

G. de CHAMPEAUX,  
Agent.

Hongkong, 12th December, 1906. [12]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## STEAM TO

SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

## "CHINA,"

Capt. Damjanovich, will leave for the above places on TUESDAY, the 25th inst.

For Freight or Passage apply to

SANDER, WIELER & CO.,  
Agents.

Principe's Building.

Hongkong, 17th December, 1906. [13]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c, VIA USUAL PORTS OF CALL	DELHI	Brit. str.	—	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	On 29th inst. at Noon.
MARSEILLES, LONDON & ANTWERP	FORMOSA	Brit. str.	—	B. W. H. Shaw	P. & O. S. N. Co.	About 19th inst.
MARSEILLES, &c, VIA PORTS OF CALL	FRENCH	Ger. str.	k. w.	Broe	MESSAGERIES MARITIMES.	On 25th inst. at 1 P.M.
MARSEILLES & HAMBURG VIA PORTS	ALBIA	Ger. str.	k. w.	Schwinghamer	HAMBURG-AMERIKA LINIE.	On 15th Jan.
BREMEN, VIA PORTS OF CALL	LAETIZ	Ger. str.	k. w.	P. R. Luitpold	MELCHERS & CO.	To-morrow, at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	ANALUSIA	Ger. str.	k. w.	Meyerlohrs	HAMBURG-AMERIKA LINIE.	On 23rd inst.
HAVRE, ANTWERP & HAMBURG VIA STRAITS, &c.	SPEZIA	Ger. str.	k. w.	Schmidt	HAMBURG-AMERIKA LINIE.	On 3rd Jan.
HAVRE & HAMBURG VIA STRAITS, &c.	HOBENSTAUFEN	Ger. str.	k. w.	Malchow	HAMBURG-AMERIKA LINIE.	On 25th Jan.
HAMBURG & RUSSIAN SCANDINAVIAN, &c.	TRISTEZA	Ger. str.	k. w.	Melchers & Co.	MELCHERS & CO.	About Beginning of Jan.
NAPLES, PIOMBINO, HAVRE, BREMEN & HAMBURG	VERONA	Ger. str.	k. w.	Jäger	HAMBURG-AMERIKA LINIE.	On 11th Jan.
NAPLES, HAVRE & HAMBURG	FAINI PATRICK	Brit. str.	k. w.	Bahle	HAMBURG-AMERIKA LINIE.	On 8th Feb.
TRISTEZA, &c, VIA SINGAPORE &c.	TRISTEZA	Ger. str.	k. w.	Matcovitch	SANDER, WIELER & CO.	About 27th inst.
ODESSA	PETRONIA	Aust. str.	k. m.	Dobronz	MELCHERS & CO.	About 17th inst.
NEW YORK	KRISTINA	Brit. str.	k. m.	DODWELL & CO., LTD.	CARLOWITZ & CO.	About 20th inst.
NEW YORK	FRANCIS	French	—	DODWELL & CO., LTD.	DAVIDSON & CO.	On 26th Jan.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	F. G. Purrington	CANADIAN PACIFIC R. CO.	On 29th inst. at 4 P.M.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	1 m.	W. C. T. S. Filmer	CANADIAN PACIFIC R. CO.	On 9th Jan. at Noon.
VICTORIA (H.C.) & TACOMA VIA JAPAN PORTS	PLEIADES	Aust. str.	1 m.	G. Wensig	TOYO KISEN KAISHA	On 22nd inst. at Noon.
SOUTH AMERICAN PORTS VIA JAPAN PORTS	KASATO MARU	Aust. str.	1 m.	E. F. Ferdinand	MELCHERS & CO.	On 4th Jan. at Noon.
SOUTH AMERICAN PORTS VIA JAPAN PORTS	TRISTEZA	Aust. str.	1 m.	T. Moore	BUTTERFIELD & SWIRE	On 5th Jan.
SOUTH AMERICAN PORTS VIA JAPAN PORTS	CHIANGSHA	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
SOUTH AMERICAN PORTS VIA JAPAN PORTS	KINA	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst. at 4 P.M.
SOUTH AMERICAN PORTS VIA JAPAN PORTS	CHINGTU	Brit. str.	1 m.	Sidford	BUTTERFIELD & SWIRE	To-morrow, at Noon.
SOUTH AMERICAN PORTS VIA JAPAN PORTS	EZECHIEN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 5th Jan.
SOUTH AMERICAN PORTS VIA JAPAN PORTS	DAPHNE	Brit. str.	1 m.	W. F. Bickart	HAMBURG-AMERIKA LINIE.	To-morrow, at Daylight.
SOUTH AMERICAN PORTS VIA JAPAN PORTS	WAISHING	Brit. str.	1 m.	M. Nomoto	JARDINE, MATHESON & CO.	To-day, at 3 P.M.
SOUTH AMERICAN PORTS VIA JAPAN PORTS	TIPIAKA	Ger. str.	—	—	SIEMSEN & CO.	To-morrow, at Daylight.
SOUTH AMERICAN PORTS VIA JAPAN PORTS	SHOBUTU MARU	Jap. str.	—	—	OSAKA SHOSSEN KAISHA	To-morrow.
SOUTH AMERICAN PORTS VIA JAPAN PORTS	SEYDLITZ	Ger. str.	k. w.	Malchow	MELCHERS & CO.	On 20th inst.
SOUTH AMERICAN PORTS VIA JAPAN PORTS	SPEZIA	Ger. str.	—	G. W. Gordon, R.N.R.	HAMBURG-AMERIKA LINIE.	About 23rd inst.
SOUTH AMERICAN PORTS VIA JAPAN PORTS	BORNED	Brit. str.	—	P. & O. S. N. Co.	MELCHERS & MARITIMES.	About 24th inst.
SOUTH AMERICAN PORTS VIA JAPAN PORTS	SALAZIE	Aust. str.	—	Aillard	SANDER, WIELER & CO.	On 25th inst.
SOUTH AMERICAN PORTS VIA JAPAN PORTS	CHINA	Brit. str.	—	Damianovich	P. & O. S. N. Co.	On 29th inst.
SOUTH AMERICAN PORTS VIA JAPAN PORTS	DELTIA	Brit. str.	—	C. L. Daniel	HAMBURG-AMERIKA LINIE.	On 29th inst.
SOUTH AMERICAN PORTS VIA JAPAN PORTS	SAMBIA	Brit. str.	—	Miller	BUTTERFIELD & SWIRE	On 31st inst. at 4 P.M.
SOUTH AMERICAN PORTS VIA JAPAN PORTS	KIUKIANG	Brit. str.	—	A. W. Outerbridge	BUTTERFIELD & SWIRE	To-day, at 3 P.M.
SOUTH AMERICAN PORTS VIA JAPAN PORTS	TAMING	Brit. str.	—	E. Mooney	JARDINE, MATHESON & CO.	On 21st inst. at 4 P.M.
SOUTH AMERICAN PORTS VIA JAPAN PORTS	YUNENSANG	Brit. str.	—	H. Hodder	SHewan, Tomes & Co.	On 21st inst. at 4 P.M.
SOUTH AMERICAN PORTS VIA JAPAN PORTS	ZAFIRO	Brit. str.	—	E. Almond	BUTTERFIELD & SWIRE	On 29th inst. at Noon.
SOUTH AMERICAN PORTS VIA JAPAN PORTS	RUBI	Brit. str.	—	E. Finlayson	JARDINE, MATHESON & CO.	On 5th Jan. at 4 P.M.
SOUTH AMERICAN PORTS VIA JAPAN PORTS	NAMSANG	Brit. str.	1 m.	P. H. Rolfe	JAVA-CHINA-JAPAN LINIE.	On 29th inst. at 3 P.M.
SOUTH AMERICAN PORTS VIA JAPAN PORTS	TIIMABI	Brit. str.	—	Browers	—	Quick despatch.

## PROJECTED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

**PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP	FORMOSA	About 19th	Freight and Passage.
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	Capt. D. W. H. Snow	December	Passage.
SHANGHAI and JAPAN	(BORNEO)	About 23rd	Freight and Passage.
SHANGHAI	DELTA	About 28th	Freight and Passage.
LONDON, &c., VIA USUAL PORTS	DELHI	Noon, 29th	See Special of Call Capt. J. D. Andrews, R.N.R.
		December	Advertisement.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 17th December, 1906.

[1]

**CHINA NAVIGATION CO.  
LIMITED.**

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	On 18th Dec., 4 P.M.
TSINGTAO & CHIEFOO via SHANGHAI	"SZECHUEN"	On 19th Dec., Noon.
NINGPO and SHANGHAI	"KUIKUANG"	On 21st Dec., 4 P.M.
YOKOHAMA and KOBE	"COINITH"	On 28th Dec., 4 P.M.
CEBU and ILIOLO	"KAIFONG"	On 5th Jan., 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOW N. CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGEHA"	On 5th January.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

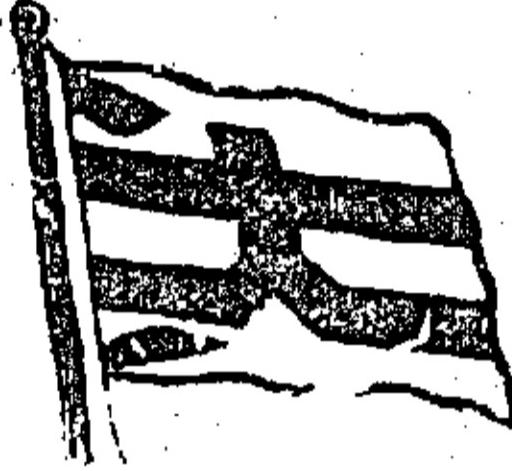
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANJUA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 18th December, 1906.

[1]



**OSAKA SHOSEN KAISHA.**

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
SHANGHAI via SWATOW, AMOY AND FOOCHOW	"SHOSHU MARU"	Wednesday, 19th Dec., at DAYLIGHT Capt. M. NEMOTO

\* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table. For Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

Hongkong, 14th December, 1906.

T. ARIMA, Manager. [14]

**PASSENGER SEASON  
1907.**

**PENINSULAR & ORIENTAL  
STEAM NAVIGATION CO.**

THROUGH STEAMER

FOR

MARSEILLES AND LONDON.  
VIA COLOMBO AND BOMBAY.

THE STEAMSHIP

**"MACEDONIA,"**

10,500 TONS, CAPT. C. D. BENNETT, R.N.R.

WILL BE DESPATCHED AT NOON.

ON

SATURDAY, 23RD MARCH,  
AND IS DUE IN MARSEILLES ON THE 20TH APRIL AND LONDON ON  
THE 27TH APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL WILL MAKE A FAST RUN TO MARSEILLES AND LONDON. THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS.

FARES:

To MARSEILLES—£61 FIRST AND £42 SECOND SALOON,  
To LONDON—£65 FIRST AND £44 SECOND SALOON.

For Further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 11th October, 1906.

[1899]

**IMPERIAL GERMAN MAIL LINES.**

**NORDDEUTSCHER LLOYD, BREMEN.**

**EUROPEAN LINE.**

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUZU, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON TO LINDENAU and LUGOAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

SAILING DATES.

PRINZ REGENT LUFTPOLD ... WEDNESDAY 19th December

PRINZ EITEL FRIEDRICH ... WEDNESDAY 19th January

SEYDLITZ ... WEDNESDAY 19th January

PRINZ HEINRICH ... WEDNESDAY 19th January

GNEISENAU ... WEDNESDAY 19th February

PREUSSEN ... WEDNESDAY 27th February

PRINZ ALICE ... WEDNESDAY 13th March

ZIETEN ... WEDNESDAY 27th March

PRINZ REGENT LUFTPOLD ... WEDNESDAY 10th April

PRINZ EITEL FRIEDRICH ... WEDNESDAY 24th April

Linen ... WEDNESDAY 8th May

RATES OF PASSAGE MONEY FROM HONGKONG:

TO NAPLES, GENOA AND GIBRALTAR 1st Class 2nd Class 3rd Class

return 261 0 0 212 0 0 222 0 0

TO SOUTHPHANTON, LONDON, BREMEN return 91 9 0 63 0 0 33 0 0

AND HAMBURG ... 65 0 0 44 0 0 24 0 0

return 97 0 0 66 0 0 36 0 0

\* TO NEW YORK VIA SUEZ

VIA NAPLES, GENOA OR GIBRALTAR return 64 0 0 44 0 0 26 0 0

VIA BREMEN OR SOUTHPHANTON return 115 0 0 79 0 0 47 0 0

... 68 0 0 46 0 0 27 0 0

... 123 0 0 83 0 0 49 0 0

\* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be paid at passengers' expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. &amp; N. Co., from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERMISSION OF THE VOYAGE IN EGYPT:

Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer from POBE SAID.

JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONSHAFEN, FRIEDRICH WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

SANDAKAN ... 1763 tons FRIDAY, 1st Jan.

MANILA ... 1790 tons FRIDAY, 1st Feb.

PRINZ WALDEMAR ... 3277 tons THURSDAY, 28th Feb.

ON FRIDAY, the 4th JANUARY, at NOON, the Steamer "SANDAKAN," Captain Wendig, with Mail, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

TO MANILA ... 1st Class 2nd Class 3rd Class 1st Class 2nd Class

TO NEW GUINEA ... 223 0 0 212 10 0 194 00 return 242 0 0 237 15

TO BRISBANE ... 230 0 0 220 0 0 214 00 return 254 0 0 236 0 0

TO SYDNEY ... 233 0 0 223 0 0 215 0 0 return 259 1 0 241 10

TO MELBOURNE ... 234 10 0 224 10 0 216 0 0 return 262 5 0 244 5

TO YOKOHAMA ... 280 00 260 00 240 00 return 3170 0 0 3120

TO KOBE ... 285 00 270 00 250 00 return 3170 0 0 3120

TO YOKOHAMA and back from KOBE ... 314 00 300 00 290 00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer 297 0 0

From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San Francisco by the O. &amp; O.S.S. Co.'s steamers, and from New York to Europe by the Magellan

Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN &amp; AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, SEYDLITZ ... Wednesday, 19th Dec.

KOBE &amp; YOKOHAMA, PRINZ HEINRICH ... Wednesday, 2nd Jan.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San Francisco to New York by the C.P.R. Co.'s steamers P.M.S.S. Co., O. &amp; O.S.S. Co., T. K. K. and from New York to Bremen by the Magellan Express Steamers of the Norddeutscher Lloyd are issued at the following Rates:

To London via Plymouth or Southampton 1st Class 282 0 0

To Bremen 63 10 0

To Paris via Cherbourg 65 0 0

To Naples, Genoa via Gibraltar 65 0 0

Passage money payable in local currency at current sight Bank, rate of Exchange on the day of payment.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS &amp; CO., AGENTS.

[5]

THE HONGKONG DAILY PRESS, TUESDAY, DECEMBER 18TH, 1906.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

TONS REG.

"PRINZESS ALICE" 10,911, ON MARCH 13TH.

CAPT. CH. POLACK.

TONS REG.

"PRINZ LUDWIG" 10,560, ON MARCH 27TH.

CAPT. VON BINZER.

CALLING AT NAPLES, GENOA, GIBRALTAR AND

SOUTHAMPTON To LAND PASSENGERS.

EARLY BOOKING RECOMMENDED.

FOR PARTICULARS, APPLY TO

MELCHERS &amp; CO., AGENTS.

Hongkong, 12th October, 1906.

**CANADIAN PACIFIC RAILWAY.  
COMPANY'S ROYAL MAIL STEAMSHIP LINE.</**

